

# **North Wenatchee Avenue Pavement Preservation Project**

**Miller Street to Fifth Street**

A review and discussion of current design issues

December 13, 2012

# North Wenatchee Avenue Pavement Preservation Project



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## **Project Scope**

- Road Classification: Minor Collector, T-3 truck route (300,000 to 4 million tons/year)
- Average Daily Traffic: 11,000 Vehicles per day
- Level of Service: A
- Length of Project: 4,300 Feet or 0.81 Miles
- Surfacing repairs over an existing storm sewer line and some underground and inlet work to the stormwater collection system which will be mostly paid for from the city stormwater utility fund at \$131,250.
- Installation of paving fabric followed by overlay/inlay to increase load carrying capability and extend pavement life
- Approximately 24 mandatory ADA ramp upgrades at the intersections and mid-block crosswalks.
- Replacement of a significant quantity of plastic pavement markings
- Adjustment of steel water and sanitary sewer valves and manholes
- Vehicle detection upgrades at the 5<sup>th</sup> and 9<sup>th</sup> street signals
- Adjustment of survey monument cases

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## Existing Conditions



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## Project Funding/Public Process

- City Arterial Street Fund                \$107,450
  - City Stormwater Utility                \$131,250
  - Federal Regional Competitive        \$688,700
  - Total                                        **\$927,400**
- 
- Public open house held at Red Lion Hotel in March 2012 – little attendance. Excerpt from mailer follows:

North Wenatchee Avenue between Downtown Wenatchee and Miller Streets is one of the city's most important commercial corridors. The roadway carries over 10,000 vehicles daily and is heavily used by trucks. The roadway was last resurfaced in 1998 and is overdue for a project to preserve and extend the life of the roadway, pavement markings, signing, drainage, and traffic signals. The limits of this project are Miller Street to the North and 200 feet South of Fifth Street. The project cost is approximately \$927,000 with \$689,000 coming from a competitive federal grant through the Wenatchee Valley Transportation Council. The remaining \$238,000 in matching funds are secured in the City arterial street fund and stormwater utility. City of Wenatchee Staff are currently designing the project and expect to begin construction late this summer. The construction phase of the project is expected to take about 6-8 weeks and most of the work will be accomplished at night. Access to businesses will remain open but some inconveniences can be expected during construction.

The major element of work will be grinding and repaving the roadway and installing all new pavement markings. Before that can happen there will be subsurface work to rehabilitate the storm sewer system and strengthen the base of the northbound curb lane. The sidewalks will be upgraded to meet or exceed minimum federal standards under the Americans with Disabilities Act (ADA). The signals at Fifth and Ninth Streets will be upgraded to improve vehicle detection and other work as may be necessitated by the work on the sidewalk ramps. We expect the roadway to have a new look, smooth ride, and have little need for maintenance for many years to come.

City staff will be present at the Open House to explain project concepts, schedules, and record comments and suggestions from the public and business community prior to entering into the final design phase of the work. If you are unable to attend, comments and suggestions can be made directly to Gary Owen, City Engineer at [gowen@wenatcheewa.gov](mailto:gowen@wenatcheewa.gov), 888-3204 or on the city web site at <http://www.wenatcheewa.gov/>. We look forward to seeing you and hearing from you.

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## **Project Development Status**

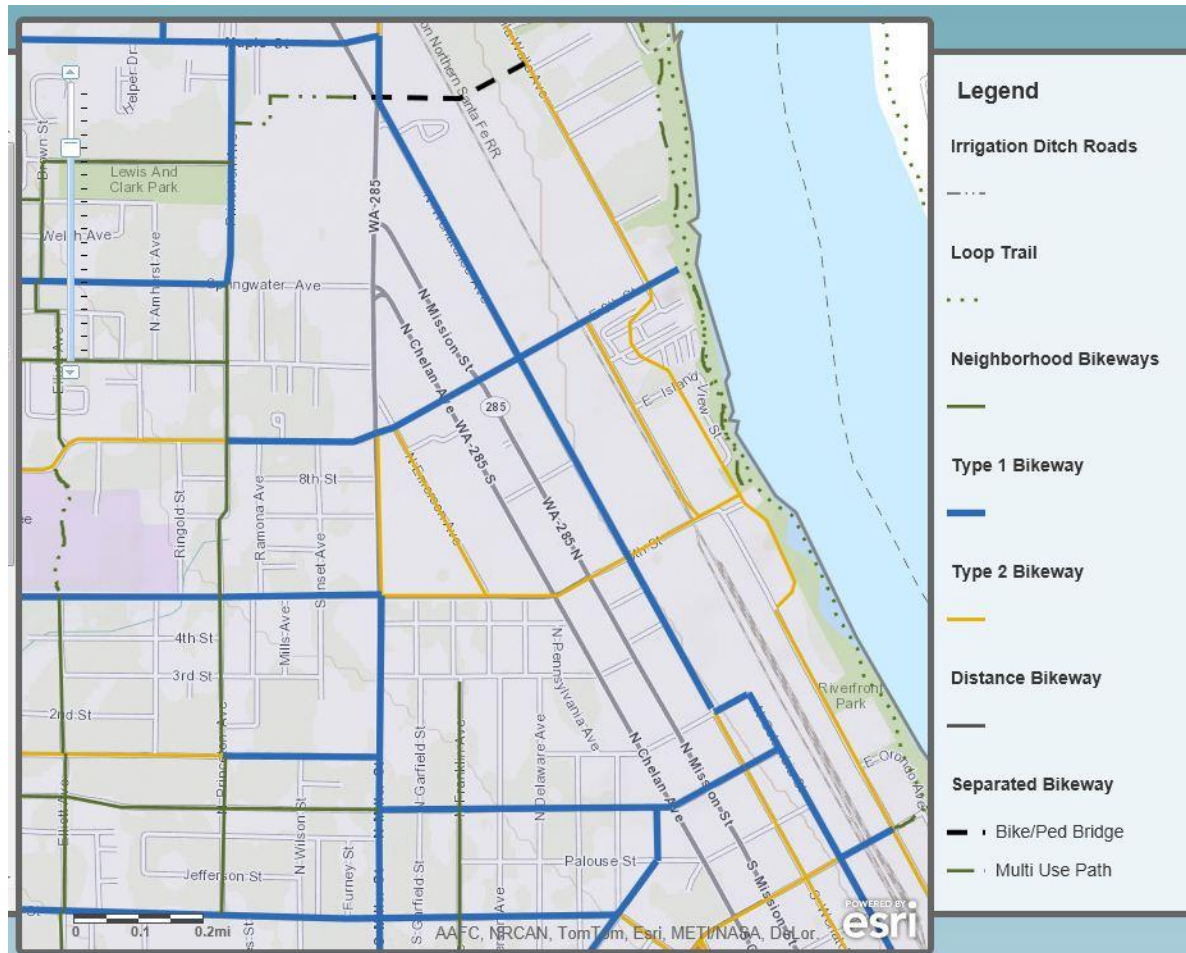
- Preliminary Design Complete
- Discovered need for minor Right-of-Way acquisition at signalized intersections
- **Roadway segment included in Draft Greater Wenatchee Bicycle Network Plan as Type 1 bikeway.**
- **CBD Sub Area Plan recommendation to reduce lanes from 2<sup>nd</sup> to 5<sup>th</sup> from 5 to 3.**
- **Existing levels of service are very high. This type of reconfiguration *may* be the most appropriate configuration.**
- **Staff desire to explore “complete streets” and “context sensitive design” concepts.**
- **Lane reductions on this type of arterial can provide enhanced safety as well as better accommodate non-motorized traffic.**
- **Staff realizes that new pavement and durable traffic markings with this project will set this roadway configuration and use for up to ten years. We want to “get it right”.**



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## Draft Greater Wenatchee Bicycle Network Plan

<http://www.arcgis.com/apps/TwoPane/main/index.html?appid=6ef26f5e33e84e4db125c2aacbeff809>



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## CBD Sub Area Plan

<http://www.wenatcheeva.gov/Modules/ShowDocument.aspx?documentid=360>

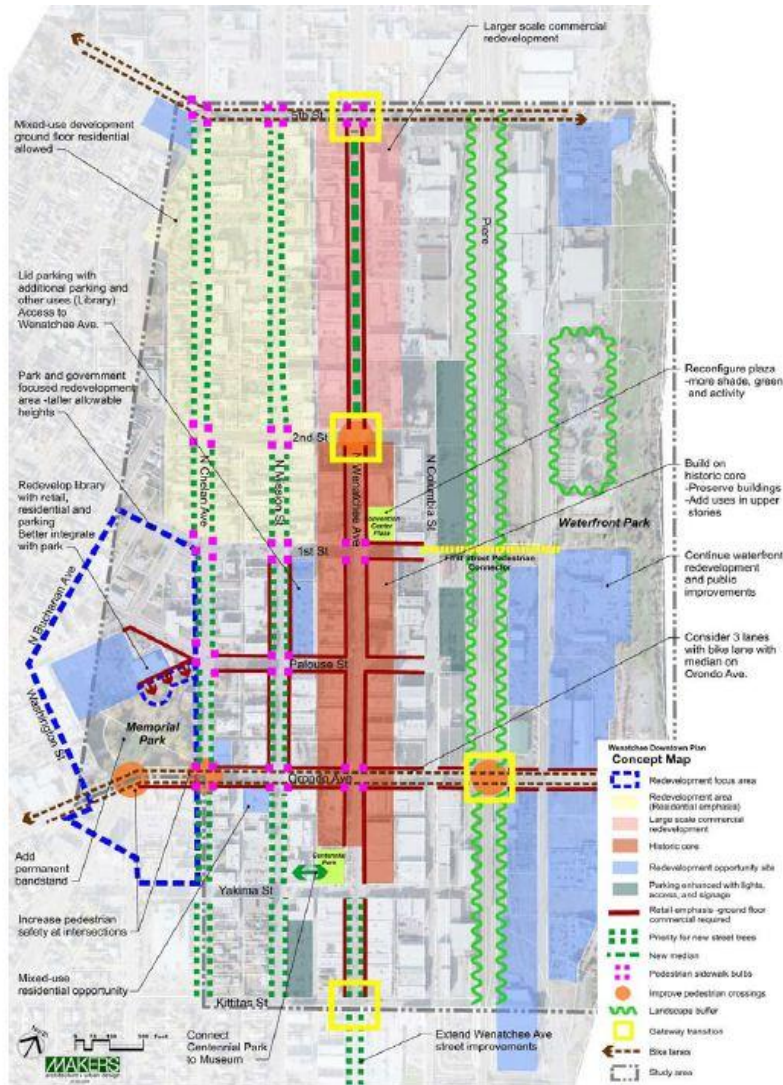


Figure 6. Downtown Wenatchee concept.



Figure 13. Envisioned improvements on North Wenatchee Avenue..

## 2. Median, Bicycle Lanes and Sidewalk Improvements North of 2<sup>nd</sup> Street

To encourage new development that will integrate this section of Wenatchee Avenue into the rest of downtown, a comprehensive set of street improvements is recommended. Bike lanes will provide a safe link to the 5<sup>th</sup> Street lanes and the Loop Trail. The street is wide enough to construct a median. There are very few driveways, which means few access points would be blocked. Street trees, pedestrian lights, and widened sidewalks will also make this section feel like it is a part of downtown, complementing the more historic character of the Core. A gateway structure at 5<sup>th</sup> Street or signature trees in the median will serve to provide a gateway at Fifth.



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## Pros/Cons of Lane Reduction

### Pros

- Safety Enhancement – up to 29% crash reduction for all crash types
- Bike Lanes/Shoulders – Room for two. Extends bicycle network.
- LOS remains C or better
- Opportunity for future sidewalk and landscape improvement projects.
- Fulfill subarea plan element.
- Improved turning for trucks
- Helps satisfy non-motorized goal of TBD

### Cons

- Access to Mobile Home Park near Miller (would need to merge lanes in this area)
- Public/Business skepticism
- More congestion/lower traffic speeds at times. (May operate similar to Western near 5<sup>th</sup> at times).

# North Wenatchee Avenue Pavement Preservation Project

## Existing Configuration



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## Potential Configuration



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## How do we decide whether to reconfigure and what's next?

- Engineering would complete analysis and document final LOS numbers for current and estimated future traffic.
- If LOS levels are within adopted limits (which we suspect), hold public open house(s) detailing the pros and cons of reconfiguration and solicit feedback from businesses and road users.
- **If the community and city council support:**
- We would also plan restripe the section of North Wenatchee Ave. from 5<sup>th</sup> to Second to eliminate the need for a merge or drop lanes at 5<sup>th</sup> street.
- We would design a merge from 2 southbound lane to the single southbound lane just south of Miller Street.
- We would design a lane addition from 1 northbound to 2 northbound lanes just south of Miller Street.
- We would design bike lanes/shoulders that can be extended in the future on both ends.
- Complete overall design and prepare construction documents for 2013 project.